AMERICAN MAIL

| CORRECTED TO SUIT SHIP | | |
|---|---|---|
| PLACE | DATE | APPROVED BY |
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| NUMBER & ORDER OF PLANS | |
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| 1 | COVER AND TITLE |
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| 3 | TANK & HOLD CAPACITIES |
| 4 | INBOARD PROFILE |
| 5 | OUTBOARD PROFILE |
| 6 | BOAT DECK & ABOVE |
| 7 | FORECASTLE & UPPER DECK |
| 8 | MAIN DECK |
| 9 | SECOND DECK & STEERING GEAR FLAT |
| 10 | THIRD DECK, MACHINERY FLAT & 31'-0" FLAT |
| 11 | ORLOP DECK & 17'-6" & 19'-9" FLATS |
| 12 | HOLD & PLAN AT COFFERDAM |
| 13 | DOUBLE BOTTOM |
| 14 | TYPICAL SECTIONS FORWARD |
| 15 | TYPICAL SECTIONS AFT |
| 16 | SHELL EXPANSION |

# DESIGN C5-S-75a

# BOOKLET OF GENERAL PLANS

PREPARED BY THE
NEWPORT NEWS SHIPBULDING & DRY DOCK CO.
NEWPORT NEWS, VIRGINIA

PLATE 1 OF 16

THE DATE OF THIS ISSUE IS 3/17/67

USMA DESIGN C5-S-75a
COVER & TITLE
S9-0-1

SCALE: 1/16" = 1' - 0"

## POWER PLANT, PROPELLER & SPEED

MAIN ENGINE – CROSS COMPOUND, DOUBLE REDUCTION GEAR TYPE WITH H.P. & L.P. TURBINE (INCLUDING AN ASTERN ELEMENT) DEVELOPING 21,600 S.H.P. AT 102 R.P.M. AND 24,000 S.H.P. AT 105 R.P.M.

BOILERS – TWO MARINE, TWO DRUM, BENT TUBE TYPE, FITTED WITH WATER WALLS, VERTICAL SUPERHEATERS, INTERNAL DRUM DESUPERHEATERS, ECONOMIZERS & STEAM AIR HEATERS. SUPERHEATER OUTLET PRESSURE 875 psi. SUPERHEATER OUTLET TEMPERATURE 930°F.

PROPELLER – 4 BLADED 22'–0" DIAMETER

SPEED – 20.8 KNOTS.

## DECK MACHINERY DATA

WINDLASS – ONE ELECTRIC HYDRAULIC HORIZONTAL SHAFT TYPE WITH WILDCATS FOR HANDLING OF BOWER ANCHOR & GYPSY HEADS FOR WARPING.

CAPSTANS & WILDCATS – TWO VERTICAL SHAFT, REVERSIBLE, TWO SPEED, ELECTRIC MOTOR–DRIVEN TYPE FOR WARPING AND MOORING.

BOAT WINCHES – TWO ELECTRIC MOTOR–DRIVEN TYPE FOR HANDLING BOATS.

CARGO WINCHES – 14–SINGLE DRUM, TWO SPEED ELECTRIC MOTOR–DRIVEN TYPE: 2–SINGLE DRUM, TWO SPEED WITH GYPSY HEAD, ELECTRIC MOTOR–DRIVEN TYPE: 2–DOUBLE DRUM, TWO SPEED, ELECTRIC MOTOR–DRIVEN TYPE: 2–SINGLE DRUM, SINGLE SPEED, ELECTRIC MOTOR–DRIVEN TYPE.

VANG WINCHES – 14–SINGLE DRUM, SINGLE SPEED, ELECTRIC MOTOR–DRIVEN TYPE.

TOPPING WINCHES – 14–SINGLE DRUM, SINGLE SPEED, ELECTRIC MOTOR–DRIVEN TYPE.

MOORING WINCHES – 4–CONSTANT TENSION, ELECTRIC MOTOR–DRIVEN, WINCHES WITH AUTOMATIC TENSION CONTROL.

ACCOMMODATION LADDER WINCHES – TWO REVERSABLE, ELECTRIC MOTOR–DRIVEN TYPE FOR HANDLING ACCOMMODATION LADDER.

## AUXILIARIES

GENERATORS – TWO 1250 KW, 450 VOLTS, 3–PHASE, 60 CYCLE, A.C., GEARED TURBINE DRIVEN.
– ONE 150KW, 450 VOLTS, 3–PHASE, 60 CYCLE, A.C., DIESEL DRIVEN (EMERGENCY & PORT SERVICE).

EVAPORATOR – ONE WITH OUTPUT CAPACITY OF 30 CUBIC METERS PER 24 HOUR PERIOD

REFRIGERATION SYSTEM – ONE AIR COOLED MULTI–CYCLINDER, SINGLE ACTING, MARINE TYPE, R–401b, RECIPROCATING COMPRESSOR FOR AIR CONDITIONING.
– TWO AIR COOLED MULTI–CYCLINDER, SINGLE ACTING, MARINE TYPE, R–401b, RECIPROCATING COMPRESSOR FOR REEFER CARGO.
– ONE AIR COOLED MULTI–CYCLINDER, SINGLE ACTING, MARINE TYPE, R–401b, RECIPROCATING COMPRESSOR FOR SHIP'S STORES.

STEERING GEAR – ELECTRO–HYDRAULIC SINGLE RAM, TWO CYCLINDER RAPSON SLIDE TYPE WITH DUAL POWER UNITS, EACH CONTROLLED BY GYRO PILOT & ELECTRIC CONTROL STAND IN WHEEL HOUSE.

## GENERAL CHARACTERISTICS

| | |
|---|---|
| LENGTH OVERALL | 605'– 0" |
| LENGTH LOAD WATERLINE | 587'– 8" |
| LENGTH BETWEEN PERPENDICULARS | 582'– 6" |
| BREADTH EXTREME | 82'– 2¼" |
| BREADTH MOLDED | 82'– 0" |
| DEPTH MOLDED TO MAIN DK AT SIDE AT LOW POINT OF SHEER | 46'– 0" |
| DEPTH MOLDED TO SECOND DECK AT LOW POINT OF SHEER | 37'– 3" |
| SHEER, FORWARD (MAIN DECK AT SIDE) | 12'– 4" |
| SHEER, AFT (MAIN DECK AT SIDE) | 2'– 9" |
| DECK HEIGHTS IN MIDSHIP HOUSE (PARALLEL TO MAIN DECK): | |
| MN DK TO UPPER KD, UPPER DK TO BOAT DK & BRIDGE DK TO NAV. BRIDGE DECK | 8'– 6" |
| BOAT DECK TO BRIDGE DECK | 9'– 0" |
| NAV. BRIDGE DECK TO TOP OF HOUSE | 8'– 0" |
| DRAFT, DESIGN MOLDED | 31'– 6" |
| DRAFT, FULL LOAD, MOLDED (SCANTLINGS) | 35'– 0⅜" |
| LIGHT SHIP | 10,132 TONS |
| DEADWEIGHT | 21,863 TONS |
| DISPLACEMENT | 31,995 TONS |

## EQUIPMENT

TWO STOCKLESS BOWER ANCHORS–EACH 14,793 LBS.
ONE SPARE STOCKLESS BOWER ANCHOR 14, 793 LBS.
330 FATHOMS STUD LINK CHAIN FORGED STEEL – 2⅝"DIA.
140 FATHOMS OF TOWLINE 2" DIA, 6 x 37 STEEL WIRE ROPE
8 HAWSERS, EACH 90 FATHOMS, POLYPROPLENE DACRON 8–STRAIN PLAITED NON–HOOKING TYPE, EQUIVALENT IN STRENGTH TO 8" CIRCUMFERENCE MANILA BUT NOT LESS THAN 7" CIRCUMFERENCE.
ABS CLASSIFICATION ✠A1 Ⓔ, ✠AMS, ✠RMC

## MASTS

HEIGHTS OF MASTS ABOVE BOTTOM OF KEEL PLATE

| | |
|---|---|
| STUB MAST | FR 45 |
| ANTENNA MAST | FR 125 |
| RADAR MAST | FR 136 |
| ANTENNA MAST | FR 158½ |
| TOP MAST | FR 183 |

## COMPLEMENT

| | |
|---|---|
| DECK DEPARTMENT | 13 |
| ENGINE DEPARTMENT | 10 |
| STEWARD DEPARTMENT | 17 |
| PERSONS IN ADDITION TO CREW | 12 |
| MILITARY MISSION SUPPORT PERSONNEL | 36 |
| TOTAL | 88 |

## LIFEBOATS & DAVIT DATA

LIFEBOATS: TWO 9.4m x 3.5m x 23.92m – 76 PERSON DIESEL MOTOR PROPELLED, FIBERGLASS REINFORCED PLASTIC TOTAL CAPACITY 152

DAVIT: TWO PAIR, STEEL GRAVITY TYPE

FOR DATE OF THIS ISSUE SEE FRONT COVER

## STEWARDS STORES

| COMPARTMENT | DECK | FRAMES | NET. CU. FT. |
|---|---|---|---|
| MEAT | SECOND | 138 – 143(S) | 1472 |
| MEAT OR FROZEN FOODS | SECOND | 138 – 143(S) | 1016 |
| THAW ROOM | SECOND | 138 – 140½(CL) | 445 |
| VEGETABLES & FRUIT | SECOND | 138 – 143(P) | 1472 |
| DAIRY | SECOND | 140½ – 143(P) | 208 |
| FISH | SECOND | 140½ – 143(S) | 291 |
| TOTAL (REFRIGERATED) | | | 4904 |
| DRY PROVISIONS | SECOND | 130 – 136(S) | 2700 |
| STEWARDS SUNDRY STORES | SECOND | 148 – 152(S) | 1106 |
| BONDED STORES | BRIDGE | 136½ – 141(P) | 462 |
| SLOP CHEST | UPPER | 139½ – 143(P) | 352 |
| TOTAL (DRY STORES) | | | 4620 |
| TOTAL | | | 9524 |

## REFRIGERATED CARGO

| COMPARTMENT | DECK | FRAMES | NET. CU. FT. |
|---|---|---|---|
| REFRIGERATED CARGO NO. 1 | SECOND | 159 – 171½(S) | 5092 |
| REFRIGERATED CARGO NO. 2 | SECOND | 159 – 171½(P) | 5092 |
| REFRIGERATED CARGO NO. 3 | SECOND | 171½ – 183(S) | 5331 |
| REFRIGERATED CARGO NO. 4 | SECOND | 171½ – 183(P) | 5580 |
| FROZEN FOODS CARGO | SECOND | 130 – 134½(CL) | 745 |
| TOTAL | | | 21840 |

## DRY CARGO

| COMPARTMENT | DECK | FRAMES | GRAIN CU. FT. | BALE CU. FT. | NO. OCNTAINERS |
|---|---|---|---|---|---|
| HOLD NO. 1 (SPECIAL CARGO LKR) | MAIN (CL) | 17 – 26 | 8560 | 7450 | |
| HOLD NO. 1 (SPECIAL CARGO LKR) | MAIN (P) | 26 – 42 | 5880 | 5120 | |
| HOLD NO. 1 (SPECIAL CARGO LKR) | MAIN (S) | 26 – 42 | 5880 | 5120 | |
| HOLD NO. 1 | MAIN (CL) | 26 – 42 | 6990 | 6080 | |
| HOLD NO. 1 (SPECIAL CARGO LKR) | SECOND (CL) | 17 – 26 | 10040 | 8730 | |
| UPPER TWEEN NO. 1 | SECOND | 26 – 45 | 30350 | 26400 | |
| LOWER TWEEN NO. 1 | THIRD | 21 – 45 | 29290 | 25480 | |
| HOLD NO. 2 | MAIN | 53 – 69 | | | 8 |
| HOLD NO. 2 (SPECIAL CARGO LKR) | SECOND | 45 – 49½ | 9620 | 8370 | |
| UPPER TWEEN NO. 2 | SECOND | 49½ – 75 | 60290 | 52450 | 6 |
| LOWER TWEEN NO. 2 | THIRD | 45 – 75 | 59470 | 51740 | 6 |
| HOLD NO. 3 | MAIN | 81 – 97 | | | 8 |
| UPPER TWEEN NO. 3 | SECOND | 75 – 103 | 63610 | 55340 | 12 |
| LOWER NO. 3 | THIRD | 75 – 103 | 61800 | 53770 | 10 |
| ORLOP DECK NO. 3 | ORLOP | 75 – 103 | 59300 | 51590 | 8 |
| HOLD NO. 4 | MAIN | 103 – 119 | | | 8 |
| UPPER TWEEN NO. 4 | SECOND | 103 – 130 | 55490 | 48280 | 12 |
| LOWER TWEEN NO. 4 | THIRD | 103 – 131 | 60490 | 52830 | 12 |
| ORLOP DECK NO. 4 | ORLOP | 103 – 131 | 61000 | 53070 | 12 |
| HOLD NO. 5 | MAIN | 166 – 182 | | | 8 |
| HOLD NO. 5 | SECOND | 159 – 179 | 21320 | 18550 | |
| HOLD NO. 5 | 19'–9" FLAT | 158 – 183 | 85020 | 72930 | |
| HOLD NO. 6 | MAIN | 187 – 203 | | | 8 |
| UPPER TWEEN NO. 6 | SECOND | 183 – 207 | 47090 | 40970 | 4 |
| HOLD NO. 6 | 19'–9" FLAT | 183 – 207 | 66570 | 57910 | |
| HOLD NO. 7 | MAIN | 208 – 224 | | | 4 |
| UPPER TWEEN NO. 7 | SECOND | 207 – 227 | 35520 | 30900 | |
| HOLD NO. 7 | 17'–6" FLAT | 207 – 226 | 37060 | 32230 | |
| SUB TOTAL | | | 880640 | 765110 | 126 |
| DEEP TANK NO. 1 A (P) | HOLD | 26 – 45 | 14080 | 12250 | |
| DEEP TANK NO. 1 A (S) | HOLD | 26 – 45 | 14480 | 12600 | |
| HOLD NO. 2 | HOLD | 45 – 75 | 99710 | 86750 | |
| HOLD NO. 3 | HOLD | 75 – 103 | 57340 | 49880 | 10 |
| HOLD NO. 4 | HOLD | 103 – 131 | 59980 | 52180 | 14 |
| DEEP TANK NO. 5 (P) | HOLD | 158 – 170 | 14320 | 12420 | |
| DEEP TANK NO. 5 (S) | HOLD | 158 – 170 | 14020 | 12200 | |
| DEEP TANK NO. 5 A (P) | HOLD | 170 – 183 | 9500 | 9500 | |
| DEEP TANK NO. 5 A (S) | HOLD | 170 – 183 | 10390 | 10390 | |
| DEEP TANK NO. 6 (P) | HOLD | 183 – 196 | 7310 | 7310 | |
| DEEP TANK NO. 6 (S) | HOLD | 183 – 196 | 7480 | 7480 | |
| DEEP TANK NO. 6 A (P) | HOLD | 196 – 207 | 3650 | 3650 | |
| DEEP TANK NO. 6 A (S) | HOLD | 196 – 207 | 3440 | 3440 | |
| SUB TOTAL | | | 315710 | 280050 | 24 |
| GRAND TOTAL | | | 1196350 | 1045160 | 150 |

## FUEL OIL & S.W. BALLAST

| COMPARTMENT | FRAMES | BBLS. F.O. (98%) | TONS. F.O. (98%) | TONS. S.W. (98%) |
|---|---|---|---|---|
| FOREPEAK TANK | STEM – 17 | – | – | 196 |
| D.B. TANK NO. 1 (P) | 17 – 45 | – | 131 | – |
| D.B. TANK NO. 1 (S) | 17 – 45 | – | 140 | – |
| D.B. TANK NO. 2 (P) | 45 – 75 | – | 211 | – |
| D.B. TNAK NO. 2 (S) | 45 – 75 | – | 218 | – |
| D.B. TNAK NO. 3 (P) | 75 – 103 | – | 158 | – |
| D.B. TNAK NO. 3 (CL) | 75 – 103 | – | 279 | – |
| D.B. TANK NO. 3 (S) | 75 – 103 | – | 160 | – |
| D.B. TANK NO. 4 (P) | 103 – 131 | – | 187 | – |
| D.B. TANK NO. 4 (CL) | 103 – 131 | – | 279 | – |
| D.B. TANK NO. 4 (S) | 103 – 131 | – | 189 | – |
| MACHY RM D.B. TK NO. 1–P | 131 – 140 | – | 60 | – |
| MACHY RM D.B. TK–CL FWD | 131 – 140 | – | 89 | – |
| MACHY RM D.B. TK NO. 1–S | 131 – 140 | – | 57 | – |
| D.B. TANK NO. 5 (P) | 158 – 183 | – | 88 | – |
| D.B. TANK NO. 5 (CL) | 158 – 183 | – | 248 | – |
| D.B. TANK NO. 5 (S) | 158 – 183 | – | 88 | – |
| D.B. TANK NO. 6 (P) | 183 – 207 | – | 110 | – |
| D.B. TANK NO. 6 (S) | 183 – 207 | – | 110 | – |
| D.B. TANK NO. 7 | 207 – 226 | – | 55 | – |
| AFT PEAK TANK | 226 – STERN | – | – | 75 |
| DEEP TANK NO. 1 | 20½ – 26 | – | 114 | – |
| DEEP TANK NO. 1 A (P) | 26 – 45 | – | – | 395 |
| DEEP TANK NO. 1 A (S) | 26 – 45 | – | – | 418 |
| DEEP TANK NO. 5 (P) | 158 – 170 | – | – | 420 |
| DEEP TANK NO. 5 (S) | 158 – 170 | – | – | 414 |
| DEEP TANK NO. 7 (P) | 207 – 217 | – | 52 | – |
| DEEP TANK NO. 7 (S) | 207 – 217 | – | 48 | – |
| COFFERDAM (P) | 170 – 183 | – | 37 | – |
| COFFERDAM (S) | 170 – 183 | – | 37 | – |
| COFFERDAM (P) | 183 – 196 | – | 68 | – |
| COFFERDAM (S) | 183 – 196 | – | 68 | – |
| F.O. SETTLING TK (P) | 153 – 158 | – | 151 | – |
| F.O. SETTLING TK (S) | 153 – 158 | – | 132 | |
| TOTAL | | | 3564 | 1843 |

## LIQUID CARGO

| COMPARTMENT | FRAMES | GALLONS (100%) | TONS (100%) |
|---|---|---|---|
| DEEP TANK NO. 1 A (P) | 26 – 45 | – | 395 |
| DEEP TANK NO. 1 A (S) | 26 – 45 | – | 418 |
| DEEP TANK NO. 5 (P) | 158 – 170 | – | 420 |
| DEEP TANK NO. 5 (P) | 158 – 170 | – | 414 |
| TOTAL | | | 1647 |

## FRESH WATER

| COMPARTMENT | FRAMES | USE | TONS F.W. (100%) |
|---|---|---|---|
| POTABLE WATER TANK | 155 – 158 (P) | POTABLE | 80 |
| POTABLE WATER TANK | 155 – 158 (S) | POTABLE | 89 |
| DISTILLED WATER TK | 155 – 158 (P) | DISTILLED | 48 |
| MACHY RM D.B. TK NO.2–P | 140 – 158 (P) | R.F.W. | 133 |
| MACHY RM D.B. TK–CL AFT | 141 – 154 (CL) | R.F.W. | 125 |
| MACHY RM D.B. TK NO.2–S | 140 – 158 (S) | R.F.W. | 133 |
| RESERVE FW DEEP TK 5A–P | 170 – 183 | R.F.W. | 241.03 |
| RESERVE FW DEEP TK 5A–S | 170 – 183 | R.F.W. | 266.31 |
| TOTAL | | | 1115.34 |

## LUBE OIL

| COMPARTMENT | FRAMES | GALLONS (98%) | TONS (98%) |
|---|---|---|---|
| LUB OIL STORAGE | 151 – 153 | – | 17 |
| LUB OIL SETTLING | 149 – 151 | – | 9 |
| TOTAL | | | 26 |

## DIESEL OIL

| COMPARTMENT | FRAMES | GALLONS (98%) | TONS (98%) |
|---|---|---|---|
| COLD BOILER STARTING | 156 – 158 (CL) | – | 0.35 |
| EMERG. DIESEL GEN SERVICE | 156 – 158 (CL) | – | 0.87 |
| MCDS SERVICE | 198 – 207 | – | 58.93 |
| TOTAL | | | 60.15 |

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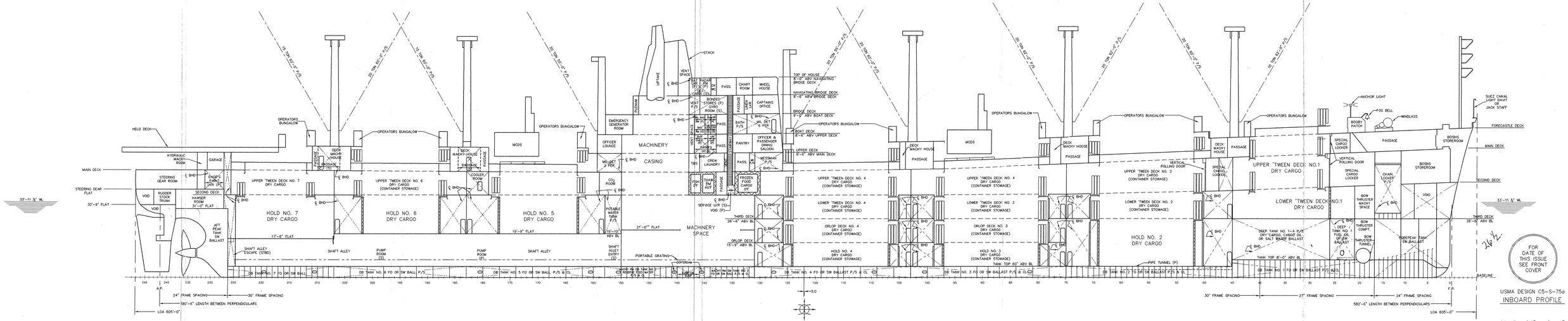
USMA DESIGN C5–S–75a

TANK & HOLD CAPACITIES

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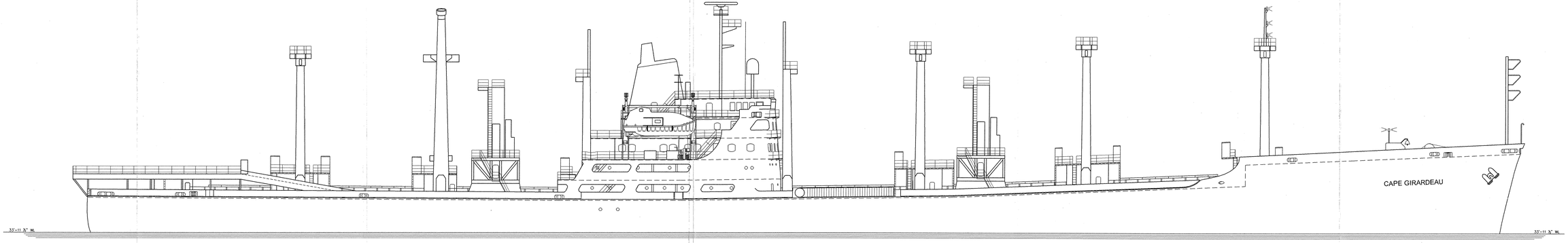
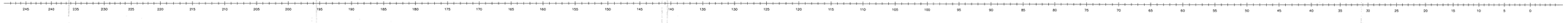
USMA DESIGN C5-S-75a

INBOARD PROFILE

SCALE: 1/16" = 1' - 0"

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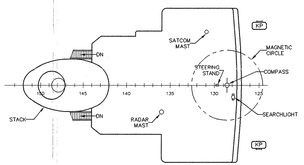
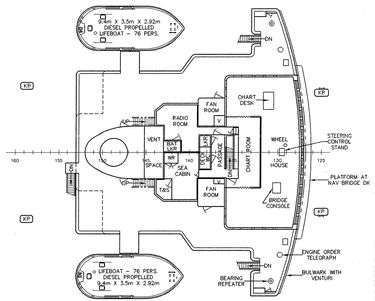
USMA DESIGN C5-S-75a

OUTBOARD PROFILE

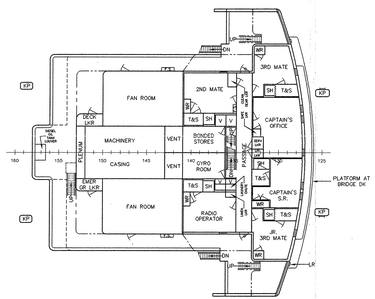
SCALE: 1/16" = 1' - 0"



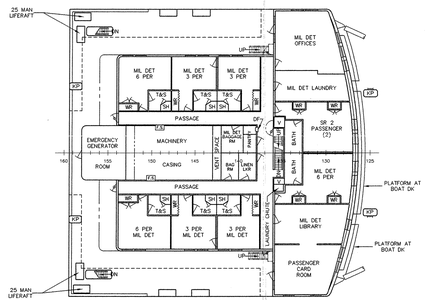

TOP OF HOUSE
8'-0" ABOVE NAVIGATING BRIDGE DECK




NAVIGATING BRIDGE DECK
8'-6" ABOVE BRIDGE DECK




BRIDGE DECK
9'-0" ABOVE BOAT DECK




BOAT DECK
8'-6" ABOVE UPPER DECK

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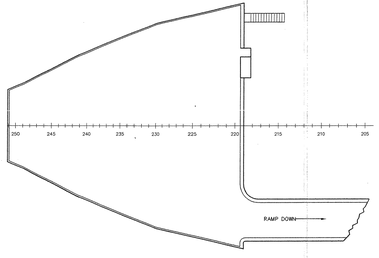
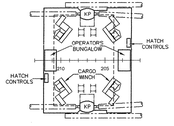
USMA DESIGN C5-S-75a

BOAT DECK, BRIDGE DECK, NAVIGATING BRIDGE DECK & TOP OF HOUSE

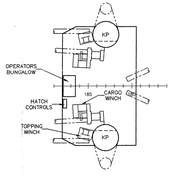
SCALE: 1/16" = 1' - 0"



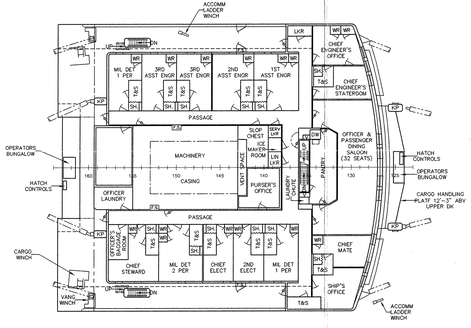

HELO DECK

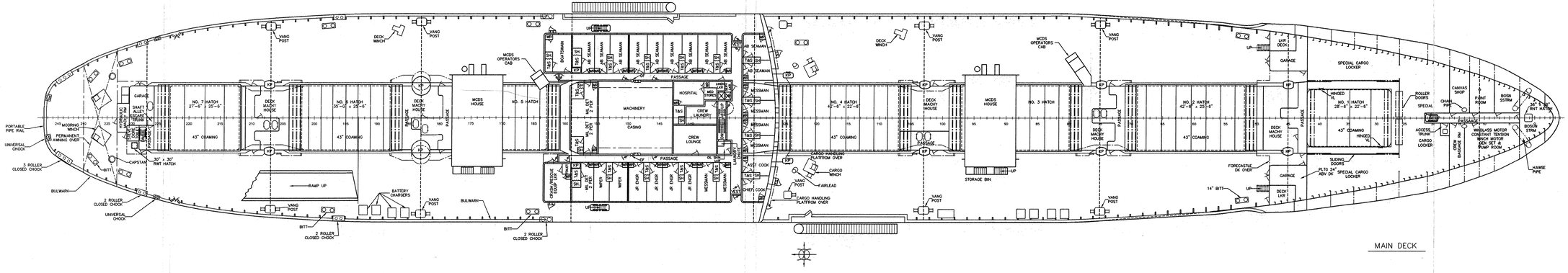



TOP OF DECK MACHINERY HOUSE
11'-3" ABOVE MAIN DECK AT CENTERLINE




TOP OF DECK MACHINERY HOUSE
11'-3" ABOVE MAIN DECK AT CENTERLINE



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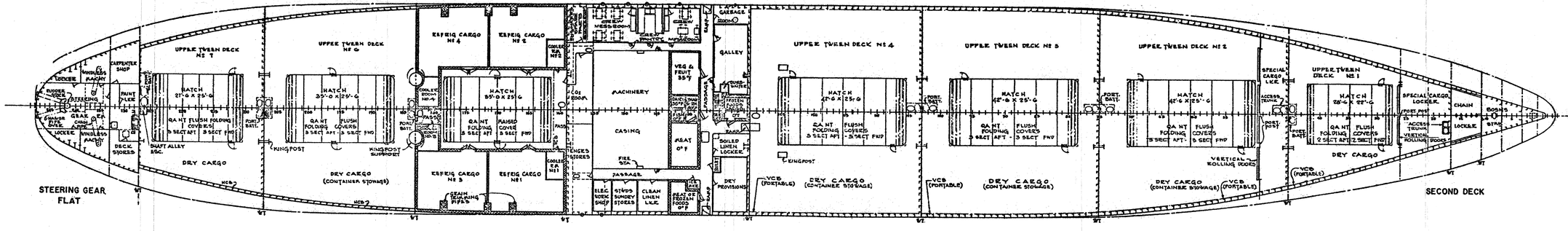
USMA DESIGN C5-S-75a

MAIN DECK

SCALE: 1/16" = 1' - 0"

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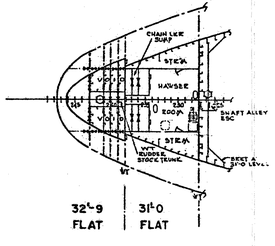
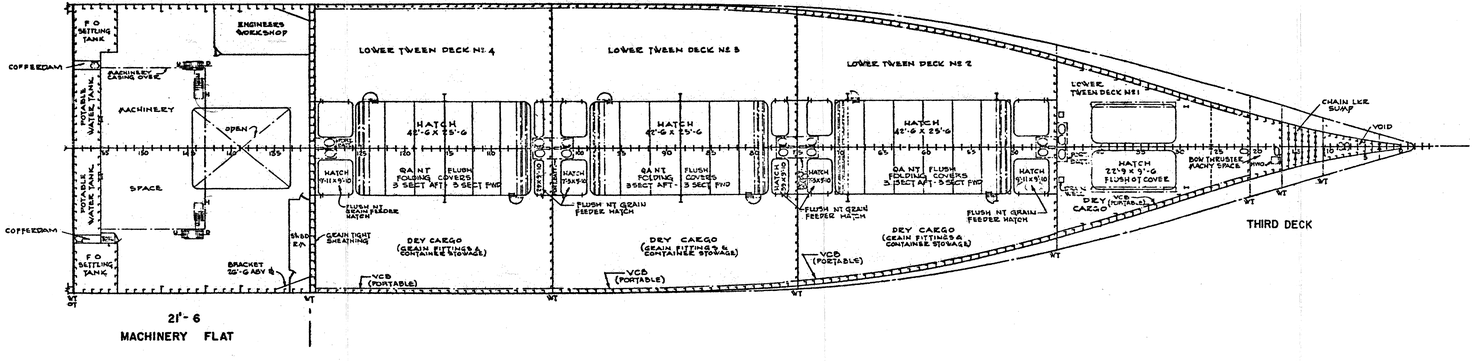
USMA DESIGN 65-S-75a

SECOND DECK

STEERING GEAR FLAT

SCALE: 1/16" = 1'-0"

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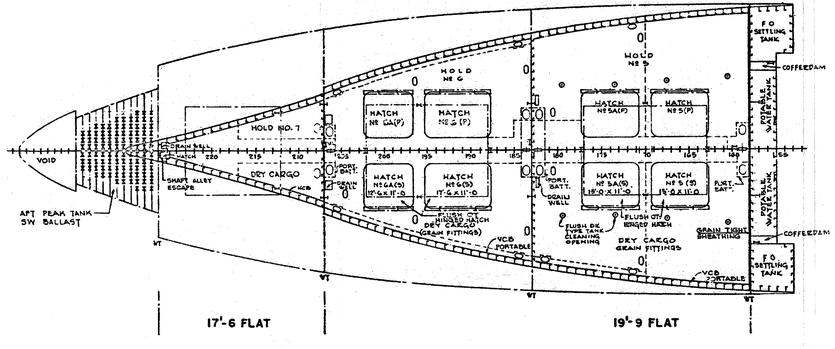
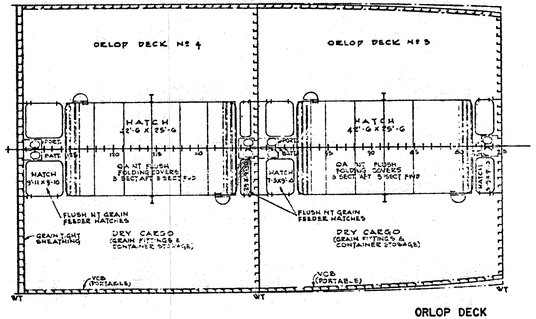
U S M A DESIGN CS-S-75a

THIRD DECK MACHINERY

31'-0" SEATS

SCALE 1/8" = 1'-0"

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U S M A DESIGN C5-S-7Es
ORLOP DECK NOS 4 & 5
PLATE

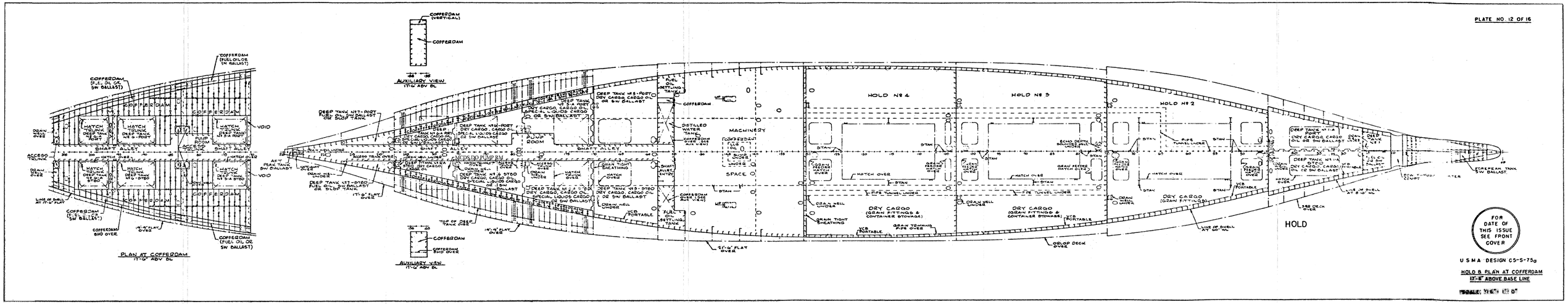
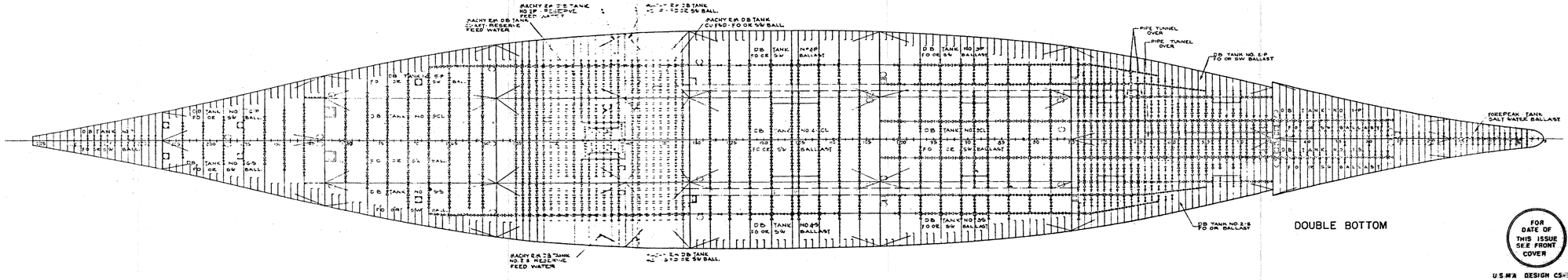

PLAN AT COFFERDAM
17'-0" ABV BL
AUXILIARY VIEW
17'-0 ABV BL
AUXILIARY VIEW
17'-0" ABV BL
HOLD NO 4
HOLD NO 3
HOLD NO 2
HOLD
MACHINERY
SPACE
DRY CARGO
(GRAIN FITTINGS & CONTAINER STOWAGE)
DRY CARGO
(GRAIN FITTINGS)
SHAFT ALLEY
PUMP ROOM
COFFERDAM
DEEP TANK NO 4 P&S
DRY CARGO, CARGO OIL
SPECIAL LIQUIDS CARGO
OR SW BALLAST
DEEP TANK NO 3 P&S
DRY CARGO, CARGO OIL
OR SW BALLAST
DEEP TANK NO 2 P&S
DRY CARGO, CARGO OIL
OR SW BALLAST
DEEP TANK NO 1

PLATE NO. 13 OF 16


MACHY RM DB TANK NO 1F RESERVE FEED WATER
MACHY RM DB TANK NO 2F RESERVE FEED WATER
MACHY RM DB TANK NO 1S RESERVE FEED WATER
MACHY RM DB TANK NO 2S RESERVE FEED WATER
MACHY RM DB TANK C/FND-FO OR SW BALL
PIPE TUNNEL OVER
PIPE TUNNEL OVER
DB TANK NO 2-P FO OR SW BALLAST
DB TANK NO 2-S FO OR BALLAST
FOREPEAK TANK SALT WATER BALLAST

DOUBLE BOTTOM

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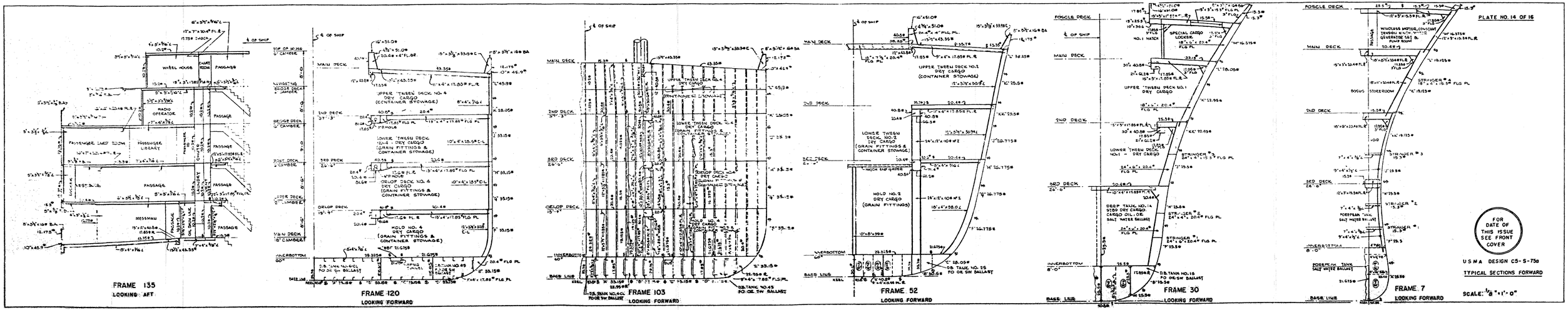
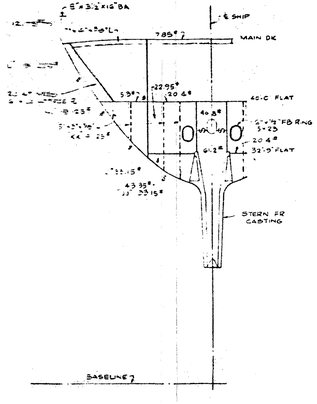
U.S.M.A. DESIGN C5-S-75a

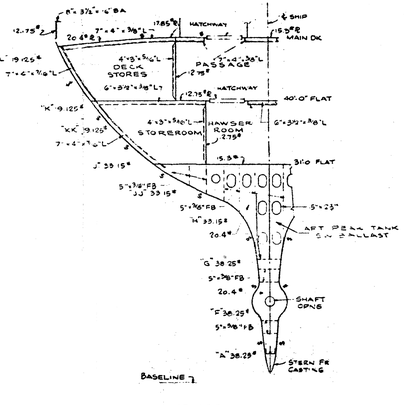
DOUBLE BOTTOM

SCALE: 1/8"=1'-0"

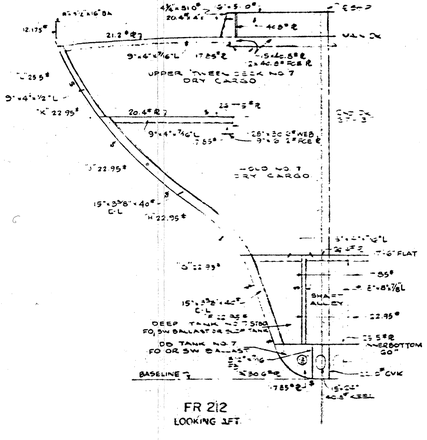

FRAME 135
LOOKING AFT
FRAME 120
LOOKING FORWARD
FRAME 103
LOOKING FORWARD
FRAME 52
LOOKING FORWARD
FRAME 30
LOOKING FORWARD
FRAME 7
LOOKING FORWARD
PLATE NO. 14 OF 16
FOR DATE OF THIS ISSUE SEE FRONT COVER
USMA DESIGN C5-S-75a
TYPICAL SECTIONS FORWARD
SCALE: 1/8"=1'-0"



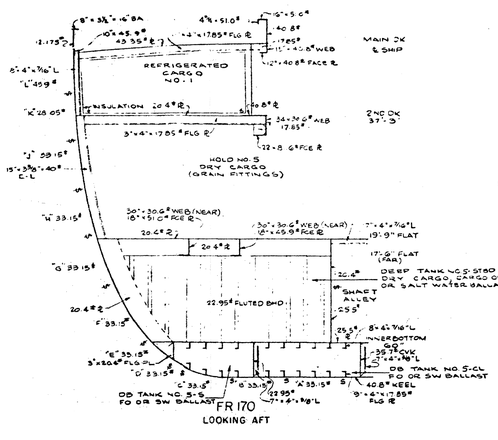

FR 240
LOOKING AFT



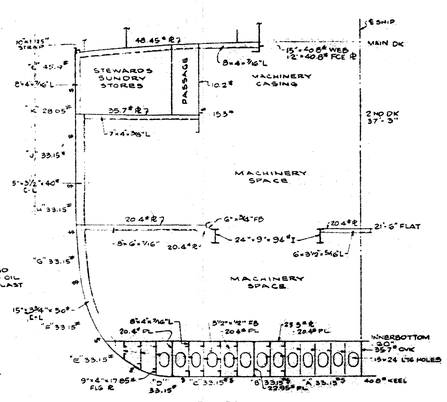

FR 228
LOOKING AFT


MAIN DK
UPPER TWEEN DECK NO 7 DRY CARGO
HOLD NO 7 DRY CARGO
SHAFT ALLEY
DEEP TANK NO 7 FO OR SW BALLAST
DD TANK NO 7 FO OR SW BALLAST
BASELINE

FR 212
LOOKING AFT


MAIN DK
℄ SHIP
REFRIGERATED CARGO NO 1
INSULATION
HOLD NO 5 DRY CARGO (GRAIN FITTINGS)
SHAFT ALLEY
DEEP TANK NO 5-CL DRY CARGO, CARGO OIL OR SALT WATER BALLAST
DD TANK NO 5-CL FO OR SW BALLAST
DD TANK NO 5-S FO OR SW BALLAST

FR 170
LOOKING AFT




FR 150
LOOKING AFT

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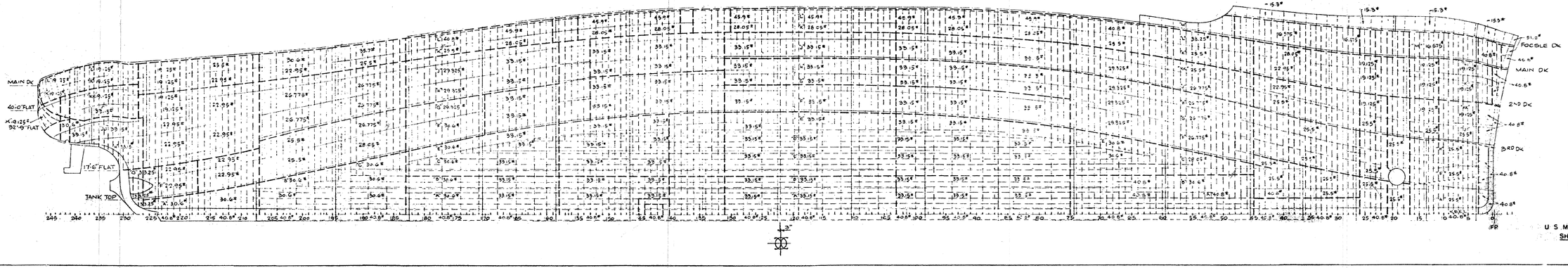
U S M A DESIGN 65-SF-250
SECTIONS AFT

1/8" = 1'-0"

PLATE NO. 16 OF 16

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U S M A DESIGN C5-S-75a

SHELL EXPANSION

1/16" = 1'-0"